

A photograph of a coastal town, likely in the Maritimes, featuring colorful houses (red, white, and grey) built on a hillside overlooking the water. In the foreground, several wooden boats are docked, with one boat in the immediate foreground filled with orange buoys. The scene is captured in a soft, late-afternoon light, with reflections visible in the calm water.

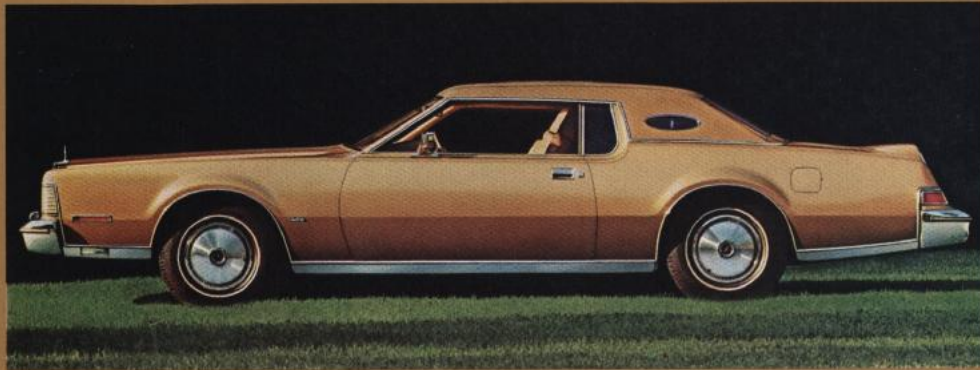
THE
CONTINENTAL
MAGAZINE

Varied Attractions of the Maritimes

Fall 1973

Introducing the 1974 Continentals

The 1974 gold
Continental Mark IV.
A new standard.



For 1974, at slightly higher cost, the gold Continental Mark IV will be a new standard by which all American personal luxury cars will be judged. Rush for it.

CONTINENTAL MARK IV

LINCOLN-MERCURY DIVISION



THE
CONTINENTAL
MAGAZINE

Vol. 13 No. 3

Fall 1973



Cover: a favorite target of photographers is the waterfront at Peggy's Cove, a fishing village near Halifax, Nova Scotia. Photograph by Leonard P. Johnson

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For subscription information, write to THE CONTINENTAL MAGAZINE P.O. Box 1999, Dearborn, Michigan 48121. To change address, send new address, together with name and old address, exactly as shown on back cover, to The Continental Magazine at the same address. The Continental Magazine is published by Lincoln-Mercury Division, Ford Marketing Corporation. Copyright © 1973, Ford Motor Company, Dearborn, Michigan. Printed in the U.S.A. All rights reserved.



The marvels
of northeast Canada—
the air, the spaciousness,
the sport, the scenery—
are accentuated in the fall

A Full, Rich Life in

The Maritimes



Above: There is no fresher seafood in the world than that found in the market at St. John, New Brunswick; right: At Louisburg National Park on Cape Breton, Nova Scotia, the Canadian government is creating a 20-square-mile 18th century town



Left: Throughout the Maritimes there are hundreds of harbors and coves and fishing villages like this, Indian Harbor in Nova Scotia; above: Parts of Nova Scotia are so Scottish that there is actually a college where bagpipe playing and Highland dancing can be learned

by John Upshaw

Photographs by Leonard P. Johnson

DURING THE LATTER PART of the past summer, a national magazine carried a full-page advertisement for the Maritime Provinces of Canada. Under the heading ATLANTIC CANADA—THIS FALL, it showed four pictures: a country scene in New Brunswick, harness racing in Nova Scotia, tuna fishing off Prince Edward Island, and a fishing village in Newfoundland. These are the Maritimes.

Perhaps the advertisement came as news to a lot of the magazine's readers because the Maritimes had rarely been called to their attention. This is not to say that Canada has been trying to keep its eastern provinces a secret, but the fact is that the voices raised for the Maritimes have been very discreet when compared with those of such vacation areas as Florida and the West Indies. A certain diffidence has attended Maritimes publicity, an attitude entirely consistent with the character of the region.

Any observers asked to add up the principal components of that character would agree that they include (a) quietness, (b) a singular sparseness of population, (c) a touch of the old-fashioned, (d) something sweetly golden about the sun in summer and fall, and (e) the constant presence of the sea. Some visitors might add other things according to their tastes, such as the way that time takes its time, the absence of high mountains—with consequent broad vistas of land and water—the long, slow way of sunsets, and the sound of bells,

some merry, some mournful.

To add it all together, the Maritimes today are like a small town in America late in the 19th century. It's as if the region has been at peace for a century and will be at peace for at least another. It is the old-fashioned kind of place that is coming back in fashion.

The first persons from the States to become interested in the Maritimes were not so much vacationers as sportsmen. They were lured by fabulous fly fishing for salmon in the spawning rivers, by bird shooting, and by hunting for bear and moose in the deep woods away from the coasts. They'd get to their sporting camps, enjoy themselves for a week or two and be off home, refreshed and satisfied by first-class recreation. There was also one other category of visitor—artists who would go to Prince Edward Island and a few other places to use the seascapes as subjects for paintings.

It wasn't until after World War II that Americans began to make their way to the Maritimes for reasons other than sport. What they were discovering was a beautifully simple vacation land. Its hotels weren't, and still aren't, especially sumptuous. It was a region that made no demands on them. They could sit on porches and let the slow pace of time carry them along. They could golf at leisure. They might do some deep-sea fishing. They'd be in bed by ten, while light still hung in the sky.

To a considerable degree, this hasn't

changed much. There's television now, which means that many people in the larger hotels can do something besides play bridge and talk. More of those hotels have orchestras now, so people can go in for some nice, old-fashioned fox trotting. There are some combos here and there, often musicians from Western Canada performing Western Country music.

As to which province a new visitor should go, this is a matter of individual preference. He isn't likely to attempt covering all the Maritimes; if he did he'd spend a lot of time travelling. One way to reach a decision is to write to the respective tourist offices for literature. The addresses are:

Department of Tourism
Province of Nova Scotia
P. O. Box 130
Halifax, Nova Scotia

Tourist Services Branch
Tourism New Brunswick
P. O. Box 1030
Fredericton, New Brunswick

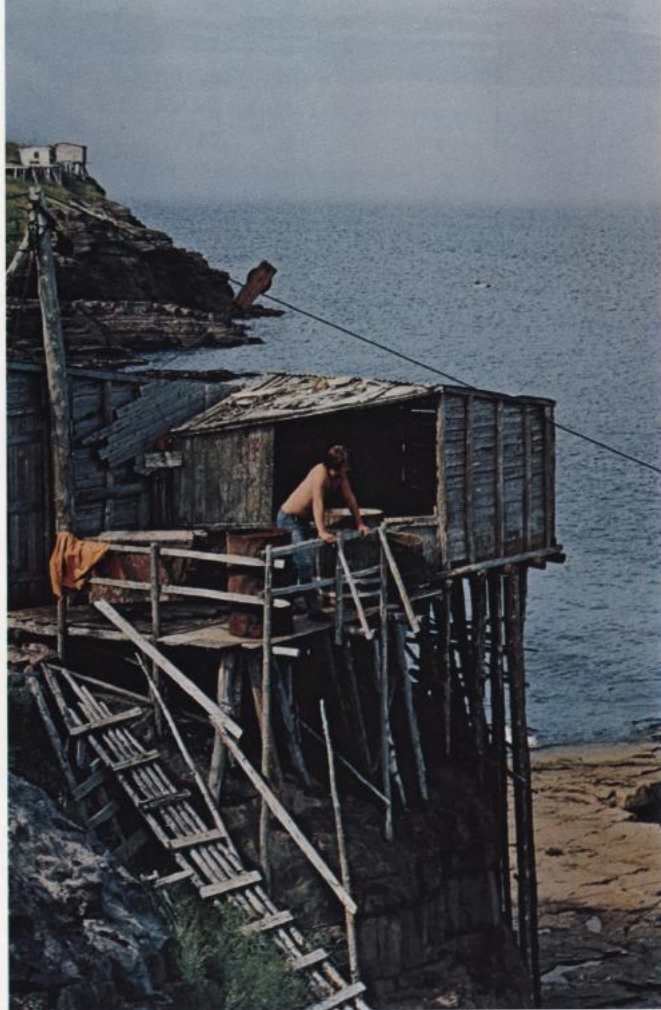
Newfoundland and Labrador
Tourist Development Office
Elizabeth Towers
Elizabeth Avenue
St. John's, Newfoundland

Prince Edward Island
Department of the Environment
& Tourism
P. O. Box 940
Charlottetown, Prince Edward
Island

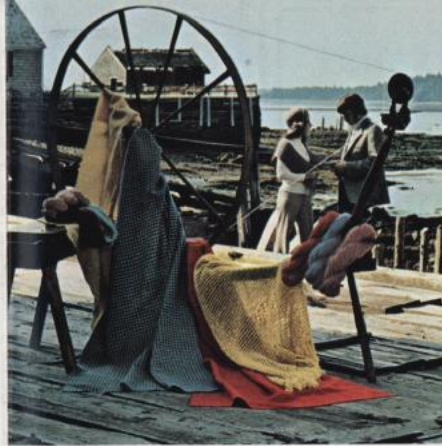
A motorist from the States is apt to settle on New Brunswick first because he can reach it easily by driving north and east of Maine, to which it is adjacent. Just over the border, on the Bay of Fundy, is St. Andrews, a seaside resort town. The temptation to linger here is strong. The town is bilingual, in the manner of French Canada. It is pleasant and peaceful and all shipshape, the way ocean towns should be. One of its big attractions is the fantastic tides, the most spectacular in North America.

A motorist can continue northeast and reach the road to Nova Scotia. The mood here is different—not quite so French, oriented more to the British Isles and given to bagpipes, argyll socks and kilts. The normally inquisitive visitor will want to pay a call on Louisbourg, on the province's Cape Breton Island. Here the government is working on the largest historical reconstruction project in Canada. It covers twenty square miles and when finished will show an 18th century fortified town.

Prince Edward Island is a short voyage but is reached easily from both New Brunswick and Nova Scotia by car ferry. Newfoundland—if one is still determined to be a motorist—is much



Above: A Newfoundland fisherman looks down from his high perch on Turin Bay to see what's going on at the water's edge; right: One of the great pleasures of a visit to Halifax is a chance to fight the giant bluefin tuna



Left: St. Andrews, New Brunswick, is great for shoppers, especially those looking for hand-woven woolens; below: When the Fundy tides are out, clam diggers scour the flats; right: Seaside golf at the Algonquin in St. Andrews



more of a voyage. If time is short, one needn't be a motorist at all, since the provinces are serviced frequently by air from the States and there are plenty of inter-province flights.

Regardless of the province a visitor chooses, there are some things which all the Maritimes share in common. One is the antiques. No one goes to the provinces without poking around in the shops. The items often differ from those in the States, however. The furniture is usually more rustic. The dishes and pots, also, are often less sophisticated. But everything is old, and the prices will delight American shoppers.

Another aspect of the Maritimes is the food. Naturally, it is dominated by the ocean, and anyone without a deep passion for seafood may as well stay away. Salmon always appears on restaurant menus. The lobsters are the greatest. The scallops are sheer heaven. Clam chowder in the Maritimes is likely to spoil a visitor for what he finds elsewhere.

Something must be said for the sportsmen inasmuch as sport is still a prime lure of eastern Canada. Salmon fishing has suffered somewhat in recent years because of heavy commercial harvesting on the open seas. However, the situation has been improving of



late. The best locations are still the famous rivers like the Restigouche and branches of the Miramichi in New Brunswick, and the Margaree and North rivers on Cape Breton Island. The salmon rivers of Newfoundland are often as productive and they coincide with hunting seasons in early September. Salmon licenses for nonresidents cost \$30 in New Brunswick and Newfoundland but only \$10 in Nova Scotia.

Not everyone is a fly fisherman, however, and for others the great sport is going after the giant bluefin tuna. The most productive grounds are off Wedgeport, Cape St. Mary's, Halifax and George Bay in Nova Scotia; off Conception and Notre Dame bays in Newfoundland; and at North Lake on Prince Edward Island. The world's best

(continued on page 25)

STARTING A WINE CELLAR ON \$1,000



This figure will get you a respectable collection of labels but next year it will buy less

by Alexis Bespaloff

Photographs by Don Rockhey

THERE WAS A TIME when a father would put aside a pipe of Vintage Port—equal to 685 bottles—on the birth of his first son, to be drunk 21 years later, when both came of age. Few people today have cellars which can accommodate so many bottles for so long a time, but as more people have discovered the pleasures of wine, they have also discovered that fine wine needs time to develop its unique qualities. Mature red wines have become almost prohibitively expensive, and are often difficult to find at any price. The only way to assure yourself of drinking fine red wines, and certain whites, when they are at their best—and at a reasonable price—is to buy them young and put them away to mature.

A wine cellar, however modest, can be a great pleasure to its owner. Having a readily available choice of red, white, and rosé wines permits you to choose a wine, even at the last minute, that matches your mood and your menu. Such a cellar would include a variety of wines from different countries at different prices, enabling you to enjoy wines from all over the world. A cellar made up of wines to be laid away for some years, however, would encompass a narrower range of wines, but in greater depth. The classic wines found in such a cellar are the red wines of Bordeaux and Burgundy. In addition, some California Cabernet Sauvignon wines, and perhaps some Vintage Port, might be included. Certain white wines, such as fine white Burgundy and outstanding whites from the Rhine and Moselle valleys of Germany, are also a worthwhile investment these days, although for somewhat different reasons than one buys red wines.

If you were to invest \$1000 in a wine cellar, you might use the following proportion as a guide: 36 bottles of fine red Bordeaux, 24 bottles of lesser Bordeaux châteaux, 36 bottles of red Burgundy, 12 bottles of Vintage Port, and 24 bottles each of white Burgundy and German wines—a total of 156 bottles.

Remember that a wine cellar is a special kind of investment, because no matter how much the wines appreciate in value, it is illegal for a consumer to sell wines without a license. Investing in wine therefore becomes an investment in pleasure—the pleasure of having a choice of wines that are at their peak, many of which have become unavailable at any price.

As for the cellar itself, it need not be elaborate. If you can set up an underground storage space, so much the

better, but the important thing to remember is that bottles must be stored on their sides, so that the cork remains wet and expanded. A dry cork shrinks and may permit air to enter the bottle, which will in turn affect the wine adversely. Wines should remain away from sunlight and, ideally, at 55 or 60 degrees, but even more important is that it remain fairly constant all year around. Sudden changes of temperature, and temperatures much over 70, will age a wine too quickly.

The classic wine for laying away is claret, which is the traditional name for red Bordeaux. The most famous of these wines, such as Château Lafite Rothschild, Château Mouton Rothschild, Château Haut Brion, and a few others, now cost as much as \$20 to \$30 a bottle for recent vintages, and three or four times as much for older vintages such as 1959, 1961, and 1962. Famous and glamorous wines generally increase in price even more quickly than others, but they do not really represent the best value for someone putting away wines for drinking.

There are nearly a hundred châteaux—a Bordeaux vineyard is traditionally known as a chateau—that are available for \$8 to \$15 a bottle in such vintages as 1971, 1970, 1967, and 1966. These are all good vintages, and some of the wines you can look for include Beychevell, Léoville-Lascases, Lascombes, Montrose, La Lagune, Ducru-Beaucailou, and Lynch-Bages from the Médoc district; such St. Emilion wines as Clos Fourtet, Figeac, and Pavie; La Pointe, Nenin, Trotanoy, and Petit Village from Pomerol; and Pape Clement and Haut-Bailly from Graves.

In addition to these wines, whose reputations have been established for more than a hundred years, there are hundreds of lesser wines known in the wine trade as *petits châteaux*. Their wines generally lack the character and finesse of those of the famous châteaux, but at \$3 to \$5 a bottle, good examples offer very good value. A well chosen 1970 or 1971, if kept for two or three years, will develop into what the English call "a very decent claret," and at a comparatively modest initial cost.

The red wines of Burgundy rival those of the Bordeaux as the finest of France. Whereas a fine claret may need ten or twelve years to reach its peak, red Burgundies are shorter-lived, and can be enjoyed in five or six years. The finest wines of the Côte de Nuits and Côte de Beaune, in the heart of Burgundy, do not appreciate in value as do



the châteaux of Bordeaux, but they should be purchased soon after they appear on retailers' shelves for another reason—soon after they appear, they disappear.

There is not much wine made in Burgundy, considering the increased demand from buyers throughout the world, and most importers complain that it is easier to sell fine Burgundy to their customers than to buy it from the growers and shippers. There are a dozen Burgundy villages whose wines now cost \$5 to \$10 a bottle, the most famous and most expensive being Gevrey-Chambertin, Nuits-St. Georges, and Pommard. Other villages which produce excellent wines include Fixin, Chambolle-Musigny, Vosne-Romanée, Aloxe-Corton, Volnay, and Beaune.

The best vintages are 1969 and 1971, with 1970 characterized as good but a bit lighter, and therefore not as long-lived. Apart from the village wines of Burgundy, there are about 30 vineyards officially classified as *grands crus*, the very best of Burgundy. Chambertin, Romanée-Conti, and Clos Vougeot are among the best known *grand cru* vineyards, and the most expensive. Others, whose wines cost \$10 to \$15, include Latricieres-Chambertin, Charmes-Chambertin, Clos de la Roche, Echezeaux, Richebourg, and Corton. Since almost all Burgundy vineyards are split up among several owners, each making a wine that will be different from that of his neighbor, the name of the producer or shipper is almost as important as that of the village or vineyard.

Another category of red wines that certainly does not figure in an English wine cellar, but is increasingly to be found in wine cellars here, is that of California Cabernet Sauvignon. This is the name of the principal grape variety used to make red Bordeaux, and it produces excellent wines in northern California as well. Older vintages have increased in price as much as have the fine wines of France, and are even harder to find. Good Cabernet Sauvignon wines are produced by almost all of the best known wineries, but if you plan to put some bottles aside to let them mature, you should choose long-lived wines with the most character and concentration of taste, at \$4 to \$8. These include Beaulieu Vineyard, Robert Mondavi, Heitz Cellars, Mayacamas, and Freemark Abbey.

Vintage Port has rarely formed part of an American cellar, and for good reason—the wine was unavailable except in a very few stores. Now Vintage Port of such recent years as 1960, 1963,

and 1966 can be found at \$5 to \$10 a bottle. Almost all Port is aged for a number of years in wooden casks, and bottled as either Tawny or Ruby. Both are ready to drink when bottled, the Ruby younger and fresher, the Tawny older and softer.

About three times a decade, when vintage conditions are right, such an exceptional Port is made that the shippers "declare a vintage," and bottle part of the year's crop after only two years in wood. This is Vintage Port, and it needs ten or twenty years in bottle to develop its character and reach its peak. Top Port shippers include Cockburn, Croft, Dow, and Taylor, Fladgate.

White wines are not generally put aside for aging, since they are at their best when they are at their freshest. There are two exceptions to this rule. One is white Burgundy, which is such a full-flavored wine that three or four years in bottle adds to its richness and complexity of flavor. Oddly enough, such fine wines as those of the villages of Chassagne-Montrachet, Puligny-Montrachet, and Meursault are now sometimes less expensive than those of Pouilly-Fuissé and Chablis, which are often less good. Other grand cru vineyards include Chevalier-Montrachet, Batard-Montrachet, and Corton Charlemagne. 1971, 1969, and especially 1970 are good recent vintages. These wines belong in a balanced cellar not only because they do improve, but also because more recent vintages will be considerably more expensive.

The flowery and fragrant wines of the Rhine and Moselle are best consumed within a year or two of the vintage, before they lose their freshness and their fruit. Some exceptions are the finest wines of the outstanding 1971 vintage. The best of these wines possess the characteristics of fine German wines in such a concentrated way that they do need time to show their best qualities. Drunk too soon, they will seem to be clumsy, sweet wines without much style. Of course, only the best of the vintage should be put aside—fortunately, the new German wine laws which went into effect with the 1971 vintage simplify the task for the consumer. The highest category of wines, those with the most flavor and character, bear the words *Qualitätswein mit Prädikat* on their labels, and these are the wines to look for.

Once you've put together your wine cellar, you will need patience, a good corkscrew, and some wine-minded friends to help you share your investment in one of man's oldest pleasures.

The Pleasures of a Moveable Garden



How an unexpected heavy rain led to new dimensions of beauty and variety in plants and shrubs

by Irene M. Saunders

Photographs by Charles Gouge

THE IDEA OF A MOBILE GARDEN may, at first, seem ridiculous. The only precedent for such a thing that I am personally aware of is in Shakespeare's "Macbeth," where one of the characters says something about when "Birnam Wood shall come to Dunsinane." That turned out to be a Shakespearean device to help the plot. The wood never really did move, not in the sense of my moveable garden.

Mine came out of necessity; yours can be planned for pleasure. The necessity began with a storm. My patio was an extension of the living room and, because I used it often for entertaining, I had embellished it with small flowering trees in planters, surrounded with pots of geraniums, alyssum and lobelia. I'd always thought of planters and tubs as moveable, and one day when particularly heavy rains threatened the delicate blossoms I hurried to get them under cover. An hour later, soaked to the skin, I abandoned my efforts.

What I know now and didn't know then is that a twelve-inch clay pot, planted and watered, weighs up to sixty-five pounds, and an eighteen-inch wooden tub, with a small shrub, can weigh two hundred pounds. If I wanted to protect potted trees from



summer storms I needed some way of moving them easily.

I found the solution in a mail-order catalog—a plant stand on casters. This was intended for indoors to protect floors, but it inspired me to plan a whole mobile garden. Large containers on wheels could be swung in and out of sunshine and wheeled to cover before a downpour. Plants could be rotated for even growth, or to show off their better side.

The hardest work was selecting the right containers and performing the initial planting. At a local nursery I discovered excellent redwood tubs ranging in diameter from ten to twenty-four inches and priced from \$5.50 to \$21.50. Matching redwood “dolly coasters” had four casters beneath and a dish under the drainage hole for excess water. These were priced from \$5.50 for a twelve-inch size to \$7.50 for the eighteen-inch.

I like to combine redwood and the earthiness of clay pots, but an ornate container works wonders with a simple plant. Large clay or glazed bowls in various shapes, strawberry jars, and gaily decorated Mexican jars can be bought for \$25.00 to \$30.00 including saucer. Look around your kitchen or attic for large, unusual containers. (I planted an Australian tree fern in an old copper tub, and four bright geraniums in a large aluminum baking bowl.)

But none of the above, when planted, can be moved by one normal-size person without some sort of dolly. The mail order item is attractive, if a little overpriced at \$6.00. I also noticed metal saucers, painted gold or silver, with casters affixed, ranging from eight to eighteen inches, but thought they might rust outdoors.

I found a dolly simple to make by attaching casters to inexpensive round cutting boards. With a coat of preservative paint they should last many years.

Once you have the mobile containers, you can experiment with the plants. For instant mass bloom, I put two or three shrubs into a huge bowl. I buy the one-gallon size shrubs. Then, after they outgrow the bowl, they're easy to split into individual pots. Depending on where you live, you might try bougainvillea, lantana, rhododendron, azalea, camellia, fuchsia, gardenia, hydrangea, begonia, geranium or Crown of Thorns.



Woman in photographs is a model

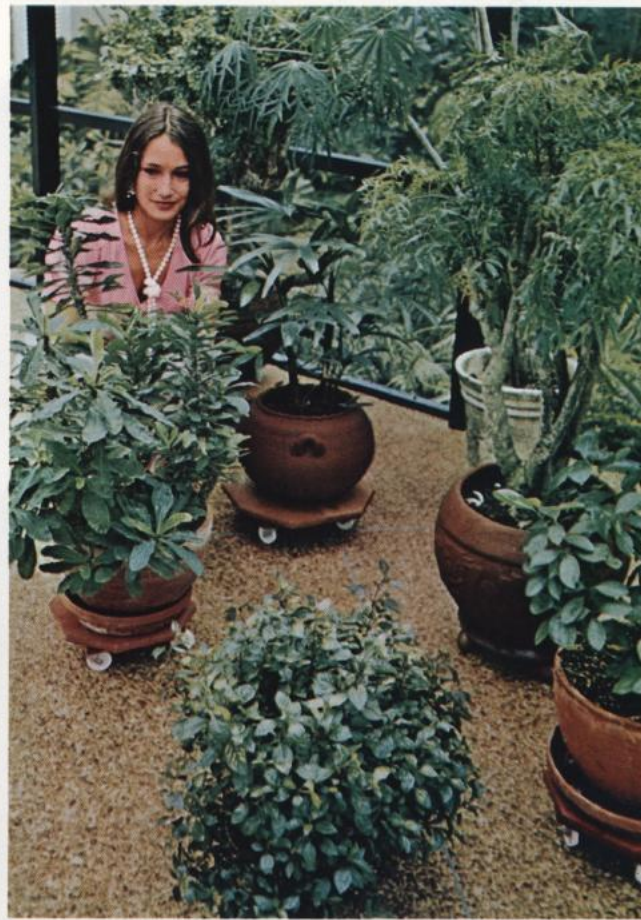
The latter, with its shallow roots, particularly enjoys a mobile life and needs little water if kept in partial shade. With container growing, just be sure that the planter is large enough and drainage adequate—and don't overwater.

Attractive small trees for potting include dwarf palms, Australian tree fern, Japanese or Chinese azalea, Norfolk Island pine, bamboo palm and pony tail. In our climate (I live in Florida), citrus fruits thrive; a potted lemon, lime, or calamondin makes a good conversation piece because the branches hang heavy with fruit and fragrant blossoms. In slightly cooler

climates you might try the miniature peach and pear trees.

Start with one or two large pots, saucers and dollies and you'll be surprised how much fun it is rolling your plants into different positions. Most of us have our favorite flower arrangements in the house—well, moving around trees and shrubs on the patio is like making a giant flower arrangement outdoors—one that doesn't wilt or fade but can be used to show off each plant at the very height of its glory. With a little attention and a little planning, your mobile garden can give you pleasure not just for a few months, but throughout the year.

Plants courtesy of Fantastic Gardens, Miami, Florida



There are good reasons why more than 25,000 drivers of the other luxury car have switched to the Continentals in the last two years. Here are a few.

PRESTIGE



COMFORT



HANDLING



STYLING



QUIETNESS



VALUE



The 1974 Continentals. Judge your car by our car.

The decision to change makes of luxury cars is not arrived at capriciously. Pictured above are some of the reasons why drivers of the other leading make have switched to the Continentals.

And consider this also: A survey conducted last year showed that a significantly greater proportion of owners of new Continentals were completely satisfied with their

cars after three months' experience than were owners of the other leading luxury make.

For 1974, the Lincoln Continental and Continental Mark IV include many new features which should make them even more satisfying to their owners.

Six-way power seats are standard equipment on the Lincoln Continental. The Continental Mark IV combines

new sound-deadening material with thick pile carpeting to create an interior of almost private silence on the road. The smooth, comfortable ride and ease of handling that characterized the Continentals will continue as one of the great achievements in luxury car motoring.

In 1974 there are more reasons than ever before for making your next car a Continental.

These reasons will become more apparent when you test a Lincoln Continental or Continental Mark IV and judge your car by our car.

**LINCOLN CONTINENTAL
CONTINENTAL MARK IV**

LINCOLN-MERCURY DIVISION



Lincoln Continental options shown include: luxury wheel cover, appearance protection group and vinyl roof. Continental Mark IV options shown include: speed control, AM/FM/MPX w/stereo tape, electric rear window deicer, right-hand remote control mirror and interior with leather seating surfaces.

Lincoln Continental's optional leather with vinyl interior



The Continentals for 1974

The traditional elegance of these fine cars is enhanced with tasteful refinements inside and out

by William E. Pauli

Distinctive vertical bar grille



LINCOLN CONTINENTAL, the car other luxury car owners selected first for riding comfort, and the Continental Mark IV, evaluated best in tests for driving ease over the other leading make of luxury car last year, are even better for 1974.

Refinement is the key word to describe the changes made in the four elegant Lincoln Continental models. Up front there's a new vertical bar grille and repositioned parking lamps, styled in the grand Lincoln Continental tradition. At the rear new horizontal wrap-around tail lamps mounted in the body, instead of in the bumper, accentuate the car's wide stance.

Comfort, handling, quietness and value haven't been overlooked either.

Performance of the 460 CID 4V V-8 engine and SelectShift automatic transmission, the standard Lincoln-Continental power team, is enhanced by a new solid-state ignition system. The car's suspension is factory-tuned to realize the optimum riding benefits of its standard steel-belted radial tires.

Inside and out Lincoln Continental offers outstanding value. For 1974 eight vinyl roof colors and 21 exterior colors are available; 10 of them are new. Several interior refinements add to the luxury. For example, thicker 18-ounce cut-pile carpeting is now standard in the Lincoln Continental Sedan and Coupe. On two-door models of the Lincoln Continental, an electrically operated seat back release automatically releases both front seat backs when either door is opened. And a six-way power bench seat is standard on all models.

Two of the six interior knit cloth and vinyl trim colors—Saddle and Silver Blue—are new for the standard Sedan and Coupe. Standard trim on the Town Car and Town Coupe is now leather

with vinyl and the interior trim color choice is expanded from three to five. Many of the most luxurious touches in the Continentals are standard: An electronic timepiece by Cartier. Automatic Temperature Control. AM radio, with four speakers.

Owners may enhance the Lincoln Continental with such options as twin-comfort-lounge seats in leather with vinyl or rich Media Velour cloth on the Town Cars, illuminated visor vanity mirrors, and eight exterior Moon dust or Diamond Fire Metallic colors.

Also optional are the famous Sure-Track Brake system, automatic speed control, tilting steering wheel, power door locks, reclining seats, and a new head lamp convenience group which automatically dims high beam to low in response to oncoming traffic, then returns to high beam when traffic passes. Included in this group is a new "Auto-lamp" feature which automatically turns the headlights on at dusk and off at dawn. It includes a delay mechanism which keeps the headlights and cornering light on for several minutes after the ignition is turned off.

Those interested in the ultimate driving experience can choose the '74 Continental Mark IV—the most wanted American personal luxury car of this decade.

Again refinement is the key to the 1974 changes. These include a modified rear appearance with a new bumper and tail lamps. The classic simulated spare tire theme that has distinguished all Continental Mark models is retained.

Touches of luxury continue with a precisely designed instrument panel and three-spoke steering wheel with simulated walnut applique. Other refinements: 11 new exterior colors, new color-keyed headlining in dark interiors, and new arm rest pads on the doors.

Owners may further personalize their Mark with such discriminating options as sumptuous Media Velour cloth in four color selections and a new Gold Luxury Group. This latter option includes a Gold Diamond Fire Metallic paint, a Gold Flare Levant grain vinyl roof and a special tan interior. Also available is a power-operated Moonroof with gold reflective one-way glass plus a sliding panel for extra privacy.

Another option, certain to have great appeal, is the Mark IV's new quick-defrost system which features a special electric laminate sandwiched between two sheets of plate glass. Offering considerably faster de-icing for the windshield and rear window, the new system is similar to that used on jet aircraft.

Drive the Lincoln Continental and the Continental Mark IV and learn why more and more owners of other luxury cars are judging their cars by these cars.

What They're Wearing for Paddle Tennis



Unlike its formal cousin, this sport allows—even encourages—uninhibited dress



by Mary Augusta Rodgers

Photographs by Tom Geoly

ABOUT THE ONLY THING YOU can be sure that paddle tennis players are *not* wearing is the traditional tennis whites.

"I did see somebody in a white outfit once," a veteran paddle player admitted. "But it turned out he was an interne with a few hours off from the hospital."

More people are playing paddle—known officially as platform tennis—than ever before and they like clothes that are colorful, comfortable and warm. You'll see handsome handknit sweaters and flannel slacks; fur-trimmed hats and vests and short skirts worn over tights; warm-up suits designed especially for paddle tennis; sweat shirts and blue jeans; shirts and pants with paddle-shaped patches at the elbows and knees; ski clothes and hunting jackets and mackintoshes . . . and a few surprises like derbies and Santa Claus stocking caps. Plaids and stripes are very popular. Colors range from gay to glaring, although some stylish lady players have pastel paddles and matching sweater and slacks sets. Off the court, there are paddle tennis ties and cufflinks and blazer jackets with the official APTA (American Platform Tennis Association) emblem.

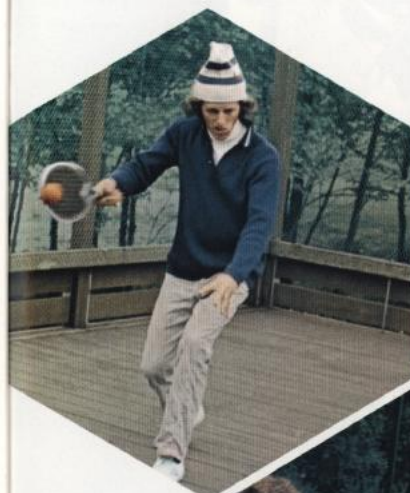
It's a fast-paced and vigorous game, with an informal and sociable tradition, and the clothes reflect all this. The only requirements are imposed by the platform's playing surface, which requires tennis shoes, and the weather. Paddle tennis can be played at any time, but the official season starts in October and ends in April and most players pride themselves on playing through the worst that winter can do. This means a great assortment of extra gear: wide-brimmed hats and visored caps to ward off snow and sleet; ear muffs, scarves, mufflers, gloves, windbreakers, goggles—some or all of which may be shed as the play and the players warm up. In a hard fought tournament, it's not unusual to see the players start out heavily padded against the January cold and end up playing in their shirt sleeves.

Paddle tennis enthusiasts claim that it's the fastest growing racket sport in the country. This may be disputed but no one will argue that it is not the fastest growing *little known* racket sport in the country, or for that matter, the world. Its popularity is due to the fact that it is relatively easy to learn and almost everyone can play well enough to enjoy the game. Dick Squires, a former national champion and author of *How To Play Platform Tennis* says that "the smaller court, the one serve rule and the unique characteristic of 'playing the ball off the

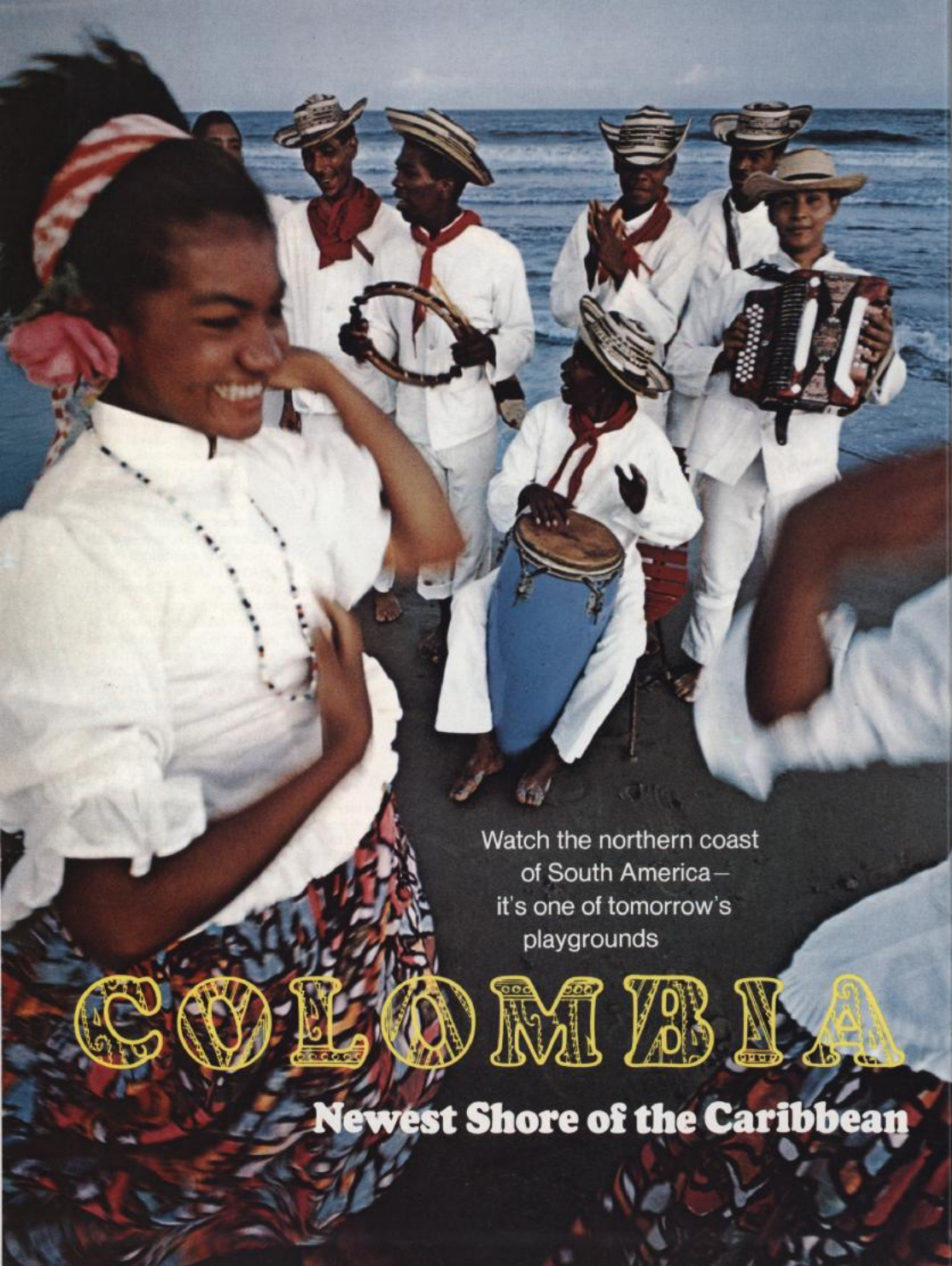
wires' are all great equalizers." Current estimates place the number of paddle tennis players at more than 100,000 and the number of courts at nearly 2,000. Most of these courts are privately owned or on country club grounds. A few have sprouted on New York City rooftops.

It's fun, good exercise and good for you. And then there are all the tournaments and attending social activities. ("Friday night round-robin matches," a paddle tennis manual suggests, "may be followed by a cookout and community championships combined with Saturday night cocktail-dinner dances . . .") Many clubs feature mixed doubles, or husband and wife tournaments which are known informally as Divorce Opens or The Longest Weekend, due to the strain of competition and one thing or another. But the ending is always a happy one, and there are more players and more tournaments and a louder clamor for more courts every year.

Bobby Riggs hasn't been heard from yet. But who knows what will happen then?



Some players' dress courtesy of Feron's Racquet and Tennis Shop, 55 East 44th Street, N. Y., N. Y.



by Mary Zimmer

Photographs by Taylor Productions, Inc.
Miami, Florida, and Oscar Buitrago

Left: Beach scene at Cartagena during a festival; below: visitors enjoying a short voyage in a native canoe; bottom: the beach at Santa Marta

Watch the northern coast
of South America—
it's one of tomorrow's
playgrounds

COLOMBIA

Newest Shore of the Caribbean

SOONER OR LATER, of course, the chilled Americans who prowl the Caribbean each winter for places to warm their bones, who pester their travel agents for islands and beaches not yet crowded, will go to the coastal areas of Colombia, in northern South America. There are a few places in the West Indies still unknown, but they are small, and when discovered will interest only hermits. Colombia is something else. Colombia is the beaches, the sun, the heat, and—what's rare—an old and sophisticated civilization.

You cannot buy a hot dog on the streets of Colombia's Emerald Coast—but you can buy an oyster cocktail. And therein lies a clue to its growing popularity with trend-setting travelers seeking a new refuge from North American winters. It's called "Emerald" for its tropical greenness—not, as knowledgeable shoppers might guess, because Colombia has mined emeralds for centuries and is still a good source of this gem for thrifty buyers.

This mid-sized country, which perches on the northwest shoulder of South America, is only a few hours from New York or Miami by air. Its Emerald Coast could just as well have been called the Azure Coast for the blue of its skies and the Caribbean Sea, or the Golden for its long, smooth beaches lapped by warm water. By any name it's hot, for Colombia straddles the Equator, but cooled by brisk trade winds to an average in the low 80s in the dry season, December through April.

Three cities—Barranquilla, Cartagena and Santa Marta—accept the growing influx of tourists with the equanimity of old towns that have met and absorbed invasions, good or bad, for centuries. Though they are very different from one another, they also have much in common.

In terms of North American resorts,

these 16th-century towns are only now developing. Sophisticated resort hotels are few. Restaurants are good to excellent, with cuisines as varied as Colombia's cosmopolitan population. (She had the first Chinese colony in the New World; Barranquilla has its own Arab sector, with characteristic Middle East architecture.) Seafood is plentiful, excellent and inexpensive. Night life is limited, but of a very pleasant localized kind: mostly dark, small *boites* with tiny dance floors and Latin music, and *aguardiente*, a strong local distilled liquor.

All three are cities of contrast: broad, even elegant avenues cut across narrow cobblestoned side streets; skyscrapers loom over fortresses built to repulse 16th-century pirates. The air is often permeated with a pleasant, fruity perfume and there is a profusion of brilliantly colored birds and flowers. There is an engaging camaraderie among the people, perhaps because heat is a great leveler: with business executive and bus driver dressed much alike for comfort, who can tell the difference?

Most of all there is in these three cities, perhaps more than anywhere else in the Caribbean, an air of authentic Spanish culture. It falls upon the ear in the soft, liquid notes of a remarkably uncorrupted Spanish tongue; it meets the eye in the facades of cathedrals and mansions that could be straight out of Old Spain.

Barranquilla, which is met first because it's where the plane lands, is a bustling commercial city. Don't let the peeling paint on some of the buildings fool you; behind those walls shrewd businessmen, often U. S.-educated, are conducting the country's business in a highly skillful and profitable way.

The town was founded in 1629, 10 miles inland on the Magdalena River which is an important trade channel, but it slept the centuries away until the early 1900s when deep-water port facilities were established. Now it's both river port and seaport, and the hub of all northern Colombia air traffic. A favorite excursion here is the free diesel train ride atop one of the harbor jetties. From comfortable 16-passenger cars you can see the slow, mud-darkened Magdalena, with river birds and river boats, on one side; on the other is the sparkling blue water of the Caribbean, alive with wheeling, calling gulls. At the tip of the jetty the muddy and the blue collide in a spectacular turbulence, and big ocean fish swarm in to gobble small river fish suddenly blinded by salt. Sports fishing excursions can be arranged to take advantage of this handy commotion.

Barranquilleros are proud of their city of beautiful homes and lawns,



planned after North American zoning patterns. But don't let them talk you out of visiting the Municipal Market on Saturday. It's crowded and muddy, they warn, and slippery when wet. True. But it's also a fantasy of color and sound. Brilliantly colored fruits are piled everywhere, and there are special sections for live animals, meat, fish, housewares, clothing and tropical birds. Don't look for tourist trinkets, for this market is strictly for natives, but you may find some useful items such as a colorful, crocheted straw *mochila* bag, lightweight but strong enough to hold two cameras, and then some. Or perhaps, you'll choose a *llanero*, a broad-rimmed cowboy hat in an attractive geometric pattern, or a *fují*, which is a flat woven rope that makes a pretty belt.

If you like big-city attractions, stay on in Barranquilla. There are several sports arenas, starting with *fútbol* and going on to dog-racing and cock-fighting. Fresh-water and deep-sea fishing expeditions can be arranged through the Yacht Club which, like many private clubs in Colombia, welcomes foreign visitors. The restaurants along the Paseo Bolívar, the main street, are exceptionally good—at prices about one-fourth those in U.S. cities. Evening diversions are scarce because social life

centers around the Country Club—which, incidentally, is by far the best vantage point if you are here for the riotous four-day Carnival that precedes Lent.

Out beyond the manicured suburbs is the Del Prado, an excellent hotel worthy of a stopover in itself, with an 18-hole golf course available, a pool, and entertainment in its Patio Andaluz on Saturday nights. A 15-mile drive through pleasant countryside brings you to lovely beaches at Prado-Mar and Puerto Colombia. (Car rental is expensive but worthwhile if you want to see the country.)

Two hours west of Barranquilla by car, or less than an hour by plane, is Cartagena. It is a century older than Barranquilla, and is the only walled city in the New World. Almost as soon as it was founded in 1533 it became a busy port because all of the plunder of

South America was funneled through its warehouses and wharves into Spain-bound ships. Because of pirates, Philip II had to spend some of that fortune building massive fortresses to guard the harbor and a gigantic wall to encircle the city. He got his money's worth, for the walls still stand, 30 to 50 feet wide and 40 feet high. You can walk or drive along the top of them.

Of course the walled city is only a small part of modern Cartagena. But it's the magic part—a place of narrow streets, tree-shaded and flower-filled plazas, beautiful arcades and thick-walled white houses with garden patios and balconies that almost meet above the street. The Customs House that recorded port activities in 1572 now houses the Tourist Bureau and other government offices. The Palacio de la Inquisition, now a museum, is an impressive building in Spanish baroque.

High in a wall is the box into which anyone could drop an anonymous accusation of sorcery that could bring disgrace or death to some hapless victim. It's best to explore the walled city on foot; its streets are too narrow for comfortable driving. Fortunately nearly every street has a tiny patio restaurant where you can rest and be refreshed.

Cartagena is still a busy port, with freighters and cruise ships crowding its harbor. Its wharves are a Babel of foreign tongues, and this cosmopolitanism is reflected in its food, which is unfailingly delicious, from the fresh oysters or egg pancakes you buy at a street stall to full-course dinners at Capilla del Mar (French), El Arabe (Arabic), El Barú with its superb wine cellar, the Hostelería la Sevillana (Spanish), or El Bodega, reputedly the best steak house north of Buenos Aires.

Cartagena is also a resort, with resort-type things to do. You can shop at the government handicraft shop; swim and sun and picnic on a deserted beach; go fishing for tuna, tarpon and swordfish; water-ski and skin dive; dance at

a discotheque, gamble at the casino. And take a ride in a horse-drawn carriage in the orange sunset and listen to the cathedral bells that toll at six p.m., the hour when the city gates were closed each day 400 years ago.

East of Barranquilla, about 1½ hours by car, is Santa Marta, a smaller, less sophisticated town nestled between the beach and the snow-capped Sierra Nevada. Though it is the oldest town in Colombia (1515) and was once an important port, it has endured so much pillaging through the centuries that it has few Colonial relics left to show. Some of its low, whitewashed houses are among the oldest in the Americas, but few have been restored.

Santa Marta is Colombia's favorite resort. Wealthy individuals have built high-rise condominiums along the beach, but first-class accommodations for visitors are rather scarce. The resort consists of two beaches. One is Irotama, where the sand stretches long, wide and isolated except for the comfortable Irotama Hotel. The other is the Playa Rodadero with a small, crescent beach where the people, the vendors, the boat rentals, the casinos—and the action—are. The name, meaning "sliding board," refers to a high, steep sand dune that children of all ages can't resist sliding down.

A quiet sort of resort life at reasonable prices is the order of the day in Rodadero. You can rent a fully equipped apartment with a view for a reasonable sum, shop at the local stores which carry familiar items like cornflakes and

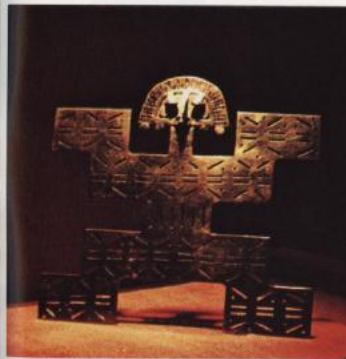
Campbell's soup. You can dine informally in sandals and slacks at a few good restaurants nearby, or dress more formally and go to one of the big hotels.

Boats can be rented for water skiing and skin diving, or just for exploring the many little sandy beaches north of Santa Marta. The nine-hole golf course at the Country Club welcomes visitors. Through your hotel you can arrange for deep-sea fishing for tuna, marlin and swordfish, or for fresh-water fishing in nearby La Ciénaga Grande, the largest lake in Colombia. Try a jeep ride up into the mountains (you can go part way in your own car), or hunting for ducks, jaguar or ocelot.

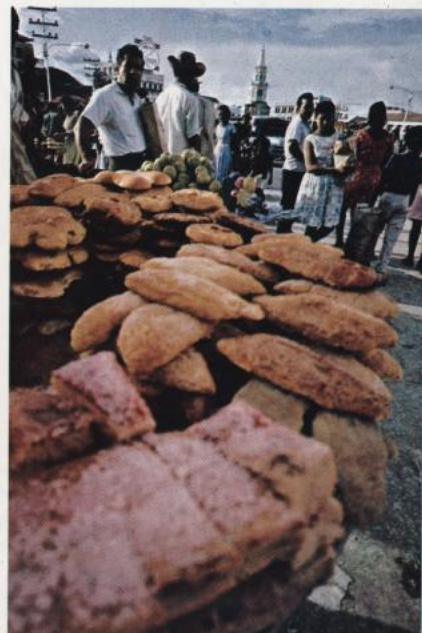
But afterwards, what you'll probably remember most about Santa Marta and the Emerald Coast is sunning on its beautiful beaches, or perhaps just sitting quietly at a sidewalk cafe on a broad avenue which parallels the shore, watching the palm trees sway at dusk and listening to the haunting, pulsing rhythm of music which is a blend of Spanish, African and Indian, and which is known all over Colombia as *costeno* ("of the coast").

(For more information about Colombia, write to the Colombia Government Tourist Office, 140 East 57th Street, New York, New York 10022.)

Below: A street in Cartagena; right: four-centuries-old fortress in the Cartagena harbor; below right: visitors love the pomp and ceremony of the bullfight



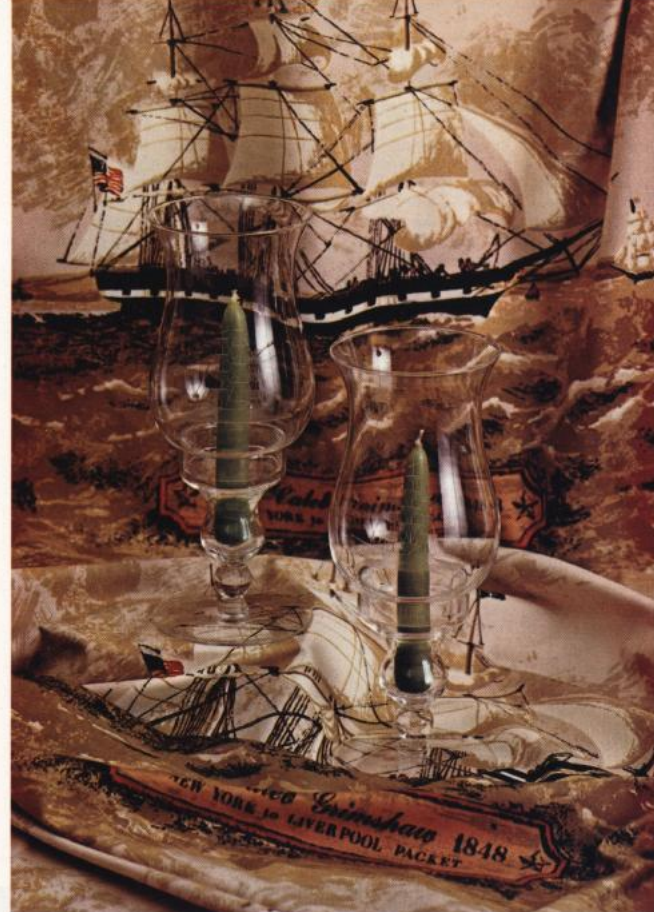
Left: Historic gold object in a Colombian museum; below: hand-woven fabrics are sold in many public markets; right: native markets are also cornucopias of food





Left, clockwise from top left: Stained glass (Philadelphia Museum), Renaissance sculpture (National Gallery, Washington), stained glass unicorn (Philadelphia Museum), bronze "School Girl" by Degas (Detroit Institute of Arts), "Alice in Wonderland" triptych (Philadelphia), 17th century Russian plate (Metropolitan, New York), 3rd century Celtic mount (Metropolitan), 15th century German horse (Metropolitan). All objects are copies.

At right: Hurricane lamps on "Caleb Grimshaw" fabric at Mystic Seaport Stores, Mystic, Conn.



Looking
for
Quality
Shopping?

Consider the Art Museum

Here the selecting
has already been done
and the merchandise
is in faultless taste

ONE OF THE BEST PLACES to look for a gift is the retail shop of one of the country's great art museums. And in the course of browsing, the shopper will find something to feed his (or her) own soul: the perfect print for an empty wall, perhaps, or a sculpture to complete a decorating mood, or an irresistible bit of jewelry.

There are more than 100 of these stores and they are comparatively unknown because they advertise little. Formerly they sold only cards, prints and books, but now they are branching out increasingly into sculpture, jewelry, glass, porcelain and even fabrics—all reproductions of priceless originals. The larger museums publish catalogs, many so beautifully designed they are a joy

in themselves. Here's a sampling of the museums and their wares:

Outstanding at the National Gallery of Art, Washington, D.C. 20565, are sculptures reproduced in cast stone instead of plaster, with surfaces finished to simulate that of the original. A particularly charming one is "Bust of a Little Boy," by the 15th-century Italian Desiderio Da Settignano (10³/₈ inches high, \$35). To Donatello, a Renaissance sculptor acclaimed by Michelangelo and Raphael, is attributed the original of two works in the form of cast metal plaquettes: "Madonna and Child With Four Angels" (8¹/₂ inches in diameter, ready to hang, \$17.50) and "The Dead Christ Supported by Angels," which is exquisitely mounted on dark red velvet

by Jean Mackenzie

(3¼ by 4¾ inches, ready to hang, \$9).

The National Gallery also offers outstanding values in color reproductions of painting masterpieces. A wonderful way to use these is in nurturing art appreciation in children. What child would not immediately relate to pictures like Chardin's "Soap Bubbles"? Put up a large cork bulletin board in the child's room at his eye level and tack reproductions of great art on it, a few at a time, changing them often. For a good beginning, try Portfolio No. 3, "Portraits of Children in the National Gallery of Art." For \$3 you'll receive 12 color reproductions (11 x 14 inches) along with a folder of descriptive text. The National's catalog is free and no postage is charged on purchases.

There are a number of stained glass reproductions in the catalog of the Philadelphia Museum of Art that are nothing short of dazzling. A favorite is "Alice In Wonderland" from 19th-century England. Its three sections, hinged together so they need no stand, show, respectively, Alice herself, the rabbit, and the Cheshire cat sitting fatly in a tree (7 x 15 inches overall, \$37.50).

Others in this group are the "Labours of the Month." January's shows a man making fire. April's symbol is a pair of lovers. September has medieval grape crushers and some show characteristic 15th-century English scenes. Each is priced at \$20, stand \$2.50 extra. Ask for the stained glass brochure when you order the 25¢ catalog (P. O. Box 7646, Philadelphia, Pennsylvania 19101).

Needlepoint addicts, whose numbers are legion, will love the eyeglass case kit in the Philadelphia's catalog. Its pattern is adopted from an 1841 English sampler which hangs in the museum. The kit, to finish yourself in bargello stitch, comes with instructions and all materials in a choice of colors (\$10).

Edgar Degas is famous for his charming ballet paintings, but his divertingly natural sculpture is less well-known. The Detroit Institute of Arts emphasizes this side of his gifts with a reproduction of his bronze "School Girl," a piece which will afford lasting enjoyment (12½ inches high, \$37.50). Admirers of Bruegel will want a print of his wonderful "Wedding Dance" (24¼ x 32¼ inches, \$18). For a catalog, send 25 cents to the Institute, 5200 Woodward Avenue, Detroit, Michigan 48202.

The most prestigious art museum in the country, the Metropolitan, has a superb selection of items in a wide range of prices. Outstanding this year is a porcelain plate in a latticed flower design by Haviland of Limoges, a gorgeous 10-inch replica of one that an empress of Russia commissioned in 1760 (\$50). For a thoughtful but inexpensive gift, or for your own use, the museum's spiral-bound engagement calendar with 12 great art reproductions is always special (\$2.75). For a catalog, send 25 cents to the Metropolitan Museum of Art, 255 Gracie Station, New York, N.Y. 10028.

Besides the shops in these and others of the great classic museums, there are

smaller museums which sell items of a specialized kind.

Anyone who loves the sea should seek out the Marine Historical Association of Mystic, Connecticut 06355 (catalog, 25 cents). Its varied wares include fabrics in completely authentic designs. The "Seafaring" collection by Greef shows the 1818 packet ship "Caleb Grimshaw," with white sails billowing above an olive green ocean (blue if you prefer) and colorful signal flags along the borders. It is screen-printed on vat-dyed English cotton, 36 inches wide, \$9 a yard.

There are at least two good sources of authentic Indian jewelry. One is the Museum of the American Indian in New York (Broadway at 155th Street, 10032), which has genuine Zuni silver and turquoise jewelry; outstanding in its collection are handmade squash blossom necklaces at \$275 to \$750 (no catalog). The other is the Museum of Navaho Ceremonial Art, P. O. Box 5153, Santa Fe, New Mexico 87501. Among its charming hand-made dolls is an Indian woman seated at a loom weaving an actual rug, with her baby on a cradle-board at her side (\$15).

Most of the items sold by the Museum of Modern Art in New York (11 West 53rd Street, 10019) were commissioned to contemporary artists. The far-out cards and posters include Thom Klika's "For Love of Rainbows," mailed flat to be assembled into a charming mobile; \$1.50. A Francois Dallegret design (actually a toy for grownups) is called "Atomix." It consists of 6,000 precision stainless steel balls in free motion within a clear acrylic frame. When the Atomix is moved the micro-balls magically reorganize their structure in quick random patterns (\$35).

Also in the modern vein is "Sculpture to Wear" at the Dallas Museum of Fine Arts, Fair Park, Dallas, Texas 75226. These are small modernistic sculptures in polished aluminum, made in limited editions by Phyllis Mark of New York. They can be hung on a stand or slipped onto a neckband (included) and worn as a pendant. Outstanding is one entitled "Aztec," priced at \$60—and this for an original, not a reproduction.

Whether you shop the museum stores for yourself or for others, in person or by mail, you will have the assurance that whatever you select will be in impeccable taste. Otherwise the museum shop would not have stocked it.

(Note: Prices mentioned here may have risen since the article was researched.)

The Detroit Institute also sells original jewelry and pottery by local craftsmen. The pots are by Jan Sadowski

Maritimes

(continued from page 5)

ord for a bluefin tuna is 1,065 pounds, caught off George Bay in 1970.

While tuna is in the headlines, one shouldn't forget the fact that virtually any coastal area in the provinces provides excellent salt water fishing for such varied species as pollock, mackerel, striped bass, haddock, cod and halibut.

Big game hunting for moose, caribou and black bear in Newfoundland usually requires fly-in trips to the remote camps in the muskew wilderness. Fees range between \$400 and \$800 per week depending on how many species you wish to hunt. Moose hunting is reserved for residents only in New Brunswick. But white tail deer, ruffed grouse, woodcock and a variety of small game still make a fall visit worthwhile.

When talking about places that haven't quite been discovered, people usually admonish others to hurry before it's too late. This warning isn't really urgent for the Maritimes. They aren't likely to suffer from a rush of tourists, certainly not in the fall. They require a special kind of attitude that includes a love of solitude and an appreciation of gentle ways, and this automatically excludes mobs. All those meadows with their sheep and horses, those fishing villages at every turn, the smell of salt and of oyster beds at low tide, the nets strung out—they will always remain the visitors' personal discovery.

1974 LINCOLN CONTINENTAL AND CONTINENTAL MARK IV MAJOR SPECIFICATIONS

All Dimensions in Inches Unless Otherwise Specified	Lincoln Continental Sedan	Lincoln Continental Coupe	Continental Mark IV
Exterior			
Wheelbase	127.2	127.2	120.4
Overall length	232.6	232.6	228.4
Overall height	55.4	54.9	53.3
Overall width	80.0	80.0	79.8
Tread—front	64.3	64.3	63.0
—rear	64.3	64.3	63.1
Interior			
Front compartment:			
Effective head room	38.7	38.3	37.5
Effective leg room (max.) . .	41.7	41.7	42.0
Shoulder room	61.8	61.8	60.4
Hip room	62.3	62.3	60.6
Rear compartment:			
Effective head room	38.0	37.4	36.8
Effective leg room (min.) . .	41.7	38.8	36.4
Shoulder room	61.6	60.8	59.6
Hip room	62.3	61.4	54.3
Luggage Capacity (cubic feet)	20.5	20.5	14.8
Tire size	235R15 WSW	235R15 WSW	230x15 WSW
Fuel capacity (gallons)	22.0	22.0	26.5
Curb weight (pounds)	5361	5366	5362
Engine	460-cubic-inch 4V V-8		

NOTE: Availability of all models subject to Federal certification.



SIT—SNAP—START

The new occupant restraint system introduced on the 1974 Ford Motor Company passenger cars may seem formidable at first, but it's simple if the rule of thumb, "Sit, Snap, Start," is regularly followed.

The new system is known as the Seat Belt Interlock System, and it prevents the engine from starting until the driver, and right front seat passenger (if any), sit and snap the combined lap and shoulder belts properly in place before the ignition key is turned to "start."

An electronic logic circuit prevents starting the engine until the sit-and-snap procedure has been followed. If a middle front passenger has not buckled his lap belt, the car will start but the warning light and buzzer will remain on until the belt is buckled.

Rear seat belts do not affect the interlock system. The sit-and-snap sequence must be followed every time the engine is started unless the driver and right front seat passenger have remained seated and buckled.

If the belts are disconnected and

allowed to retract after the engine has started, the warning light and buzzer will be activated except when the gear is in neutral or park.

The system is a Federal requirement, but it was also designed for comfort and convenience of driver and passengers. The combined lap and shoulder belts are easier to put on than the preceding separate ones. Also, the shoulder belts have inertia reels that provide freedom of movement after buckling. The reels will lock only in case of drastic slowing.

If the engine won't start after the proper sit-and-snap procedure has been followed and a check has been made to see if an obstruction at any unoccupied position has kept the belts from retracting fully, a system "override" is provided:

Pressing a button under the hood on the right fender apron will allow starting the engine. The interlock, however, will go back into effect the next time the car is driven.





Continental Magazine

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In size, this new breed of Cougar is like Grand Prix and Monte Carlo.
In every other way, it's like nobody else's car.

